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A Comprehensive and Complete
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The Daily Press.

HONGKONG, JUNE 23RD, 1908.

How much history is connected with geology may be seen exemplified in that of Asia from time immemorial. According to the popular belief, current even amongst many prominent geologists of the day Asia is the most ancient of the continents, in comparison with which Europe but an infant; and to Asia Europe is indebted for her inhabitants—men and animals, as well as for her civilisation and her religion. As a fact, of the two continents Europe is by far the older, and was to a great degree peopled while the great expanses of Central Asia, at least, formed a huge Mediterranean Sea, manyfold greater than its modern representative that now forms a parting between Europe and North Africa, but which two continents were then united. These changes took place, not only well within the human period, but even since many of the still existing races of men had come into existence, and there is no doubt were the foundation of many of the primal legends still current, but which were more widely spread in the ages just anterior to history. One of these legends is that of the Flood and regarding it is noteworthy that all the myths can be traced to the area in question. Another curious myth, of nearly as wide distribution, is that the people that remained to people the new earth, are always represented as descending from mountain, may be Paravans, or Ararat, or Domavand, or the Pamirs, but always connected with this region of Asia. Many of these flood stories tell of a prior degenerate race of men having peopled these regions, who were destroyed by the rising waters, but on one

thing they are unanimous, and that is, that the descendants of the new comers finally peopled the emerged land.

Now ethnographers are pretty well agreed that the blood races, by whatever names they select to call them, are the most modern of all, and until a comparatively few years ago, when the Germans put in a claim for their country having been their birth place, myth and tradition it was held, agreed in making Central Asia their original home. These people knew nothing of Chinese, or what was the same thing knew it only from the ignorant misrepresentations of the eighteenth century, nor were they acquainted with the stories of primitive tradition concealed in the sacred writings of the Zoroastrians. Now it is interesting to discover that the older Chinese myths and traditions quite fit in with the older European tales in relegating to Central Asia the original homes of the blonde; whence they come we know not, but their appearance seems to have been contemporaneous with the final retreat of the ocean. The Chinese traditions are very explicit in saying that they found the mountain slopes covered with forests, through which they had to cut their way to gain access to the lower plains. Chinese and Indian tradition again agree in making these people the original inventors of the plough, and hence the first introducers of regular agriculture. But besides these blonde peoples, traces of whom we find in the more elevated parts of Central Asia, Asia was invaded by a much older race, these peoples seemed to have entered from Europe the more northerly regions, and settled in what is now Siberia. They were dark swarthy folk, with great round heads and little or no hair on their faces, in entire contrast to their southern blonde and hairy neighbours. From whatever cause, and in this Zoroastrian and Chinese lore perfectly agree, Northern Asia was gradually becoming colder all this while, and the northern swarthy folk, finding that they could no longer sustain life along the fringes of the Northern, now Arctic Ocean, began to press on their southern and more advanced neighbours. This is vouches for in Greek, Zoroastrian, and Chinese lore. The Greeks called these intruders Arimaspis, the Zoroastrians Azhi-Dakha, and the Chinese Tiks, or rather Diks.

The country, we have seen, as least on the higher grounds supports great forests, and of these we find traces everywhere from Western Persia to China. In their newborn zeal for agriculture the blonde commenced the work of cutting down the forests, like the modern settlers in the United States, not pausing to think of the future. As these blonde folk have elsewhere usually shown themselves tree-lovers, it is possible they would eventually have paused, but throughout most of the region in question they were gradually superseded by the others. Even as late as the fourth century we find an intelligent historical Chinese writer informing us that all the peoples living west of Lake Bagrash were fair, had light hair and blue eyes, and wore great beards; and it was the ancestors of those folk, who as Goths, or other Teutons, had poured in their millions into Europe, and destroyed the Roman Empire.

The northern people who, as Diks, or Hiung Nu, or Turks of various sorts poured into Central Asia from the fifteenth century a.c. were much behind the other peoples in culture; like all nomades their rule was entirely one of waste and slaughter with no thought of the morrow. For then the forests had no charm, and no use beyond their immediate utility as fuel. For the sake of destruction they burnt down everything combustible, indifferent whether it were tree or an ancient vase uprooted by centuries of human labour. Under their irredes Asia Minor, the lands of the Tigris and Euphrates, and the adjacent districts were swept of their forests, as well as of everything destructible that remained of the old civilisation: a little later the same lot fell to Persia and Afghanistan, not a tree remaining over thousands of square miles to mark the former rich forests. Of course, this wholesale destruction of the forests has had its disastrous effects on the climate, and the entire of Western Asia is rapidly reverting to desert conditions. For some time Eastern Asia, including China, succeeded in averting the scourge, but it came at last, and it is to the everlasting shame of the Manchus, that since the establishment of the present dynasty, its policy has been to help on rather than retard the destruction of the few remaining forests. Perceptibly within the last century has the process of destruction in North China gone on unchecked, and, as in Persia and the west, for each tree cut down without replacement the desert has demanded its toll.

One spot, and one alone, remained in Eastern Asia as a witness of what the Con-

tinent once had been; and that, without one word of protest from the Governments concerned is not condemned to destruction. That is the small fragment of Manchuria about the Yalu and Sungari, Japan, as professing to have learned the principles of forest conservancy, and as at least professing to have initiated steps for the conservation of her own forest preserves, is more deserving of blame, but China is not far behind. In China proper she has had an object lesson as to the folly of permitting her own forests to be ruthlessly destroyed. It is no exaggeration to say that one may travel for hundreds of miles through North China without seeing a wooden door, a few rude stools of willow wood, and a single table, is the only furniture to be met in thousands of homes. Nor is a stick to be had for fuel, cattle droppings and bundles of grass, always torn up by the roots to render the destruction the more complete, are the peasants' only resource in the long nights of a semi-Arctic winter.

But the evil does not end with the comforts of the people. Deprived of its natural cover the land is alternately ravaged by droughts, or the soil removed in millions of tons by freshets; so that the once grass-clad meadows of Cheo, are now being borne with constantly accelerated speed down to the Gulf of Pechili. Such is North China—a desert in posse, soon to become, like the New Dominion already, a howling desert, where no animal life higher than the desert-loving scorpion can find a home.

Is it to much to hope that the last fatal blunder of destroying the last poor remains of the last Asiatic forest will be averted in time, and that China will awaken e'er too late to a sense of the fearful retribution she is bringing down on herself by her wilful setting at defiance Nature's inexorable laws?

Yesterday morning shortly after nine o'clock a tailor fell from one of the upper storeys at 208 Des Vœux Road and was picked up in an unconscious state and removed to the hospital.

Last week there were 75 plague cases, and in the subsequent 48 hours, ending at noon yesterday, there were 23 more. These additions make the totals at date 811 cases, with 691 deaths. There were two cases of cholera, one fatal.

At the Marine Court yesterday a sailor, charged with refusing to do his work on the steamer "Juteopolis," pleaded that he was under the influence of drink and went to lie down. The Hon. Comdr. Taylor sentenced him to two weeks' hard labour.

An European named George Murray was very disorderly on Sunday night. Early on Monday morning he attempted to enter the Civil Service Club masked and succeeded in climbing up on to the verandah. He jumped down, alighting on the top of a sleeping coolie who yelled out in his fright. The others saw that help was needed and blew a police whistle. This brought an Indian constable who however received a very rough handling from the intruder. He was floored with a blow but picking himself up he hung on to his assailant for half an hour, by which time assistance arrived and the intruder was arrested. At the Magistracy it was stated that he was an unemployed engineer. He was fined \$1 for disorderly conduct, \$3 for assaulting the constable and was ordered to pay \$15 compensation.

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

At the "Special Pool" Competition held on Saturday and Sunday, the following were the five best scores:

	800	500	200	Handi.	Total
	yds.	yds.	yds.	yds.	cap.
* W. L. Leask	25	28	26	12	91
F. W. Warren	15	21	23	30	89
J. Hutchings	16	25	23	21	85
J. F. Miller	11	23	23	24	81
W. G. Stackwood	18	26	30	6	80
* Winner of the pool.					

JAVA BANKRUPTCY LAWS.

PRISON FOR THOSE WHO DO NOT SATISFY THEIR CREDITORS.

The failure of a Chinese trader at Batavia recently for half a million of guilders has caused some anxiety there.

Under the operation of a new law such failures had received a check. Under the old insolvency law, a Chinese trader had only to notify that he could pay no more than a certain percentage, and the creditors had to be content and allow the debtor to have his way.

Under the new law, the creditors interested in two-thirds of the liabilities have the power to refuse to accept the composition offered, and to refer the matter to the Bankruptcy Department for decision as to what the insolvent should pay. Should the decision not satisfy the creditors, they can put the debtor in prison. Off, then, the insolvent goes to jail until his friends can raise the money to get him out.

The other day, a German firm brought up a Chinese insolvent, who owed five thousand guilders and would not pay. The Bankruptcy Department then took the matter in hand and proposed a settlement which the firm would not listen to. The head of the firm asked leave to put the insolvent in jail. Leave was given, upon which the Chinaman's wife begged that he should not go to prison. This was refused, upon which several of the debtor's friends came forward to pay the amount.

Under this law, a Chinese insolvent is always in fear lest two-thirds of the creditors interested should refuse a one-sided composition, with the result that he will think twice before declaring himself a bankrupt.

Formerly, an insolvent could always get off on offering a composition generally going into his pocket.

Minutes of a special meeting of ratepayers held at the Municipal Board Room, on the 16th June 1908.

President.—Messrs. Arnold, Barton, Bowes, Braun, Fenwick, Gottwaldt, Gots, Howard, Kohler, Kruse, Lorrenz, Revd. Macgowan, Dr. Merz, Nielsen, O'Brien-Butler, Okuyama, Revd. Niles, Walsoe, Wilson, and Wyllie. The Revd. Jossland, Revd. Sadler and others.

1 Dr. C. Merz, Consul for Germany and Senior Consul, was in the chair.

2 The SECRETARY read the notice convening the meeting.

3 Mr. WALLACE, Chairman of the Council, submitted the following resolution:

"That all Opium Smoking Shops and Houses be closed within two months of the issue of a special Proclamation on the subject, which Proclamation will be issued immediately after its approval by the Consular Body."

The motion, seconded by the Revd. J. Macgowan, was put to the meeting and carried unanimously.

4 Mr. WALLACE then moved, seconded by Mr. Bowes, a resolution as follows:

"That a certain limited number of shops be licensed for the sale of prepared opium, half these said shops to be closed by the 31st March 1909, and the remaining half by the 31st March 1910."

Mr. MACGOWAN.—How many shops is it proposed to license?

Mr. WALLACE.—Seventeen is the limit.

Mr. MACGOWAN, whilst thoroughly agreeing with the resolutions that the Council had so carefully drawn up, merely suggested that in licensing shops for the sale of prepared opium, the number seventeen that had been mentioned was really larger than the needs of the case demanded, and he thought that five or six would be amply sufficient. As the actual resolution made no mention however of any particular number, he hoped that the discretionary powers that were vested in the Council would lead to there being as few licensed shops as possible, and so he very heartily voted for it.

Mr. WALLACE was of opinion that six shops would sell as much as seventeen, and said that the after had been most carefully considered by the Council, and it was only proposed to issue licenses to shops at present in existence, viz. seventeen.

Mr. KRUSE thought that it did not matter much whether the number stood at seventeen or less, as the shopkeepers would most probably reduce the number themselves by combining together so as to avoid the payment of license fees.

Mr. WILSON said they ought to consider the opium smoking shopkeepers whom we were closing down at only a short notice of two months, and give the whole of the seventeen present shops the opportunity of taking out licenses for the sale of prepared opium, besides the question of whether there were seventeen or six shops was of little consequence, as the whole of the licenses would be cancelled in less than two years.

Mr. WILSON supported the Council's motion simply because he did not see that by altering the number of shops it was proposed to license, for the sale of prepared opium, it would make any practical difference to the consumption of opium, and the Council's motion seemed to him to be likely to cause less irritation and also to avoid any possible accusation of harsh dealing.

The proposal their consideration and, if approved, to approach the wholesale import merchants on behalf of the large shopkeepers, in such manner the Chamber may seem fit.

The following, says the Pinang Gazette, were adopted as members of the committee:—

Messrs. Ong Hock Beng, Lim Chean Hock, Lim Cheng Teik, Ong Thean Song, Yeooh Boon Wan, Yeooh Sang Lee, Lim Sung Hoo, Quah Beng Kee, Lim Chin Guan, and Mr. Yeooh Tatt.

Mr. Paik Tatt referred to his remarks at the public meeting of Chinese traders, where he had said that a resolution was passed by the European Chamber of Commerce to the effect that every failure would be put into the Bankruptcy Court. He informed his hearers that Messrs. D. A. M. Brown and Phillips had written to the local papers emphatically denying that such a resolution had been passed or discussed by the European Chamber of Commerce. He took this denial as correct, and said, such letter had not only proved interesting but was also appreciated by me and all as being in the interests of the public.

The Chinese shopkeepers had generally understood that such a resolution, which had been spoken of by European import merchants in the market, meant that it had been passed by the European Chamber of Commerce. It was unfortunate that this misapprehension had occurred. He asked if any of the members desired any further information as to the way in which it had been created, as there were others present who could give the necessary particulars.

Mr. Beng Kee thought that this was not necessary.

Mr. Paik Tatt considered it was necessary to explain the facts of the case to the meeting in order to prevent any impression that he had made the remarks at random.

Mr. Beng Kee advocated that the policy of "least said, soonest mended" would be best to adopt in this matter.

RECENT SAYINGS:

If a Republic were formed to-morrow His Majesty would be elected as the first President. Councillor Bibby, of Shoreditch.

The population grows, but the people drink less.—Mr. Aquith.

I am delighted to bear testimony that this is the soberest Parliament I ever remember.—Sir R. Cremer.

We are in danger of being beaten to death by olive branches.—Lord Hugh Cecil.

What is needed to preserve the world's peace is more battleships and fewer statesmen.—Rear-Admiral Evans.

I do not think 30 per cent. of the persons who commit suicide are actually insane.—Dr. Waldie, Coroner for Southwark.

Thank God, we have no Parliament.—M. Kokovitzoff, Russian Minister of Finance.

I never read the book of the day. Rather do I read the book of the day before yesterday. It saves one reading an enormous amount of what everyone soon forgets.—Mr. Justice Darling.

A woman dresses to please herself, and a lady dresses to please her dressmaker.—Mr. Dion Calthorpe.

SUPREME COURT.

Monday, 22nd June.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE.
(SIR FRANCIS PIGOTT).

A BANKING TRANSACTION.

Choy Ho Shih alias Choy Sap Siu sued the

Wa Wing Hong Bank and Chan Tui Po. Mr.

Slade, instructed by Mr. Stevenson of Messrs.

NOTICES TO CONSIGNEES

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IMPERIAL GERMAN MAIL LINE

NOTICE TO CONSIGNEES.

THE Steamship

"GOEBEN," having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns and all goods remaining undelivered after the 23rd inst. will be subject to rent.

All broken chaffed and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst. at 9.30 A.M.

All claims must reach us before the 27th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHE-LLOYD,
MELCHERS & CO.,
Agents.

Hongkong, 16th June, 1908.

THORNE'S
OLD VAT

PEP CAFE
15
THIS VAT WAS STARTED BY THE LATE ROBERT THORNE
OF GREENHORN AND HAS BEEN SOLD AS IT IS SINCE 1851.

SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO. LTD.

15
BOSTON STEAMSHIP COMPANY

NOTICE TO CONSIGNEES.

FROM EUROPE

THE H. A. L. Steamship

"INTRIA," Captain Lüning, having arrived, Consignees of cargo are hereby requested to send in their Bills of Lading for counter signature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional cargo will be forwarded unless notice to the contrary be given before To-DAY. Any cargo impeding the discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, and stored at Consignees' risk and expense.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 25th instant, will be subject to rent.

All broken, chaffed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst. at 9.30 A.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE
Hongkong Office

Hongkong, 18th June, 1908.

BOSTON STEAMSHIP COMPANY

NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI, AND MANILA.

THE above Steamer having arrived, Consignees of cargo are hereby requested to send in their Bills of Lading for counter signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED, Agents.

Hongkong, 18th June, 1908.

INDIA LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRAPURA," having arrived from the above ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godown at Kowloon, where such Consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 25th inst., at 9 A.M. will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

Optional goods will be landed here unless instructions are given to the contrary before noon, to-day.

JARDINE, MATHESON & CO., Agents.

Hongkong, 18th June, 1908.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamship

"TRIESTE," having arrived, Consignees of cargo are hereby informed that their Goods will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all claims must be sent to the Office of the Undersigned before noon on the 27th inst., or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 27th inst., will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELLER & CO., Agents.

Hongkong, 18th June, 1908.

ON SALE

A TABLE OF THE

RATES OF EXCHANGE AT

HONG KONG.

For Demand Drafts on London on the day of

or preceding the departure of the English

Mails, also Table of the Yearly

Approximate Averages for 34 Years

From 1874 to 1907.

Price: \$2.00. On sale at the "DAILY

PRESS" Office, or Local Booksellers.

SCIENTIFIC MISCELLANY.

THE PENNY-IN-THE-SLOT MILKMAN—DEGENERATION IN SMALL FAMILIES—LUNAR FROST—AN EFFECTIVE LIFE PRESERVER—LIGHTNING AND TREES—A WORK WITH RUBY HEADLIGHT—KEEN-EYED SOVIETISM—COMBINATION LIGHT—ROUND-ABOUT POISONING.

One of the most novel and really useful of the automatic delivery machines is that which is rapidly becoming popular in poorer districts in England as a source of milk supply. Each reservoir holds twenty quarts, and it is provided with a spout, under which the customer places his pitcher, a lever handle by which a measure of the fluid is drawn through the discharge orifice, and a slot controlling simple mechanism by which the coin releases the fluid measured out. One-penny (two cents) delivers half a pint of milk. An automatic stirrer distributes the cream uniformly, the machine is cooled by ice in summer, and pure milk is ensured at the price of that bought over the counter—there being no chance for contamination from ice or other cause. The machine, which are strong and simple in construction, can be quickly taken apart for thorough cleaning and sterilization.

A new race peril is brought to notice by Prof. Karl Pearson from his investigations in England on the inheritance of tuberculosis. He finds that the first one or two children born are more likely than others to be tuberculous and to inherit defects of the parents, and the modern tendency to limit families to one or two children therefore not only makes no allowance for the inevitable waste of child life but also must increase the proportion of weak and diseased individuals in the community.

Changes on the moon's surface, especially near the crater Linné, are now recognized by Pickering, Barnard, and others. It is concluded that the diminution of a white patch must be melting of polar frost at sunrise and that the deposition and melting of frost must be taking place in other parts of the moon.

"Up with the sale of it!"

The motto of this Government—the infamous Cabal which will soon be swept away by a free and intelligent people—is "Up with the price of it." In that profligate Act, of which Titus Oates would be ashamed, there are provisions which will inevitably raise the price of Beer to £1 a glass. What will be the hideous consequences? The working-man will be deprived of that pure pale-brown beverage which is his natural drink, and drunkenness will be multiplied tenfold.

Now, gentlemen, this is my programme. By the imposition of light taxes on imported food, which the foreigner will pay, the prices of foodstuffs will be instantly decreased. On the other hand I will resolutely oppose all increase in the duties on beer or to import upon publicans—for it is an ascertained economic fact that whilst any tax on food falls on the producer, not the consumer; a tax on beer falls solely on the working-man.

Will you endure for a moment longer,

gentlemen, the existence of a Government under which your army, navy, colonies, homes,

wives, religious faith, and alcohalic refreshment are imperilled? Will you?

(Thunder of interested negation.)

A widespread belief is that during a thunder-

storm safety may be found under a beach tree, and that the danger from lightning is fifteen times as great under a resinous tree and fifty times as great under an oak. Dr. A. W. Borthwick, the British naturalist, holds this view to be entirely without foundation. The beach is not avoided by lightning, which selects one species as readily another, but the taller trees in a neighborhood appear to be the ones liable to be struck. The effects of lightning also are commonly misunderstood. The cells of a tree are not ruptured or torn by the formation of it am, as so often stated, but they collapse or shrink up, without tearing. The roots seem to escape damage.

A remarkable phosphorescent larva, seeming-

ly that of some beetle, exists in British Guiana where it is known as the "macadou."

Exhibiting a dead specimen at a recent meeting of the Linnaean Society of London, G. W. Anderson stated that the live animal has a ruby light on its head, with a double row of phosphorescent spots along the body, two on each segment.

The lights, instead of being intermittent, shine continuously.

An extraordinary keenness of vision in the sleep-walking state has attracted the notice of

Dr. Jas. W. Russell in a girl of 21 observed last August at the Birmingham (Eng.) hospital.

The patient, a teacher, typewriter, and music student, was red-eyed and more or less hysterical

and in three years she had had four seasons of

sleep for several weeks at each period. She

usually left bed between 1 and 2 in the morning.

She was not easily aroused, appearing wide awake but recognizing nobody, and in this condition she attempted various tasks, playing the piano, tuning her violin, reading, studying

harmony, crocheting and writing letters. It

was found that this work was always done in almost absolute darkness. A letter was written to a relative, but on being asked to copy the address in the same light, when awake, she was unable to see, and wrote a confused jumble of lines one over another.

She crocheted well and wrote a very accurate musical essay. The eyes seemed normal. Another curious feature of her case was that, contrary to usual experience, she could recall events of her sleep, seeming to have a very clear recollection of them.

In the carbon-mercury incandescent lamp,

designed to overcome the disagreeable greenish

hue of the ordinary mercury vapor light, a carbon filament is brought to incandescence in an envelope of mercury vapor. The filament

being enclosed in a U. tube containing a little

mercury, the latter becomes heated and vaporized.

As the vapor fills the tube, it carries part of the

current, and the carbon is reduced in tempera-

ture and glows with red heat, supplying the

needed color-correction.

PATENT SLIP.

Suitable for vessels up to 1,000

THE WORKS are well equipped with

LATENT PLANTS and APPLIANCES to undertake BUILDING or

REPAIRING SHIPS, ENGINES, and

BOILERS; and also ELECTRICAL

WORK.

A LARGE STOCK of MATERIAL is

always kept on hand.

The COMPANY has the powerful steamer

"OURA-MARU" (712 tons, 700 I.H.P.

specially built for SALVAGE PURPOSES

equipped with necessary gear, always ready

Short Notice.

108

to go to sea.

From Shipperton, Victoria, by Dr.

Welchman. A small dog was bitten by a snake,

and in turn bit his master, who was dressing

his wound.

The dog died. The man soon

afterward became drowsy, on being taken to a

hospital developed alarming symptoms of snake

poisoning, and only energetic treatment saved

his life.

After the above heading *Punch* publishes the following amusing model of a by-election speech guaranteed to win any seat in England at the present moment:

"Mr. Chairman and Gentlemen.—In addressing you—the enlightened and intelligent electors of the Peckish Division—I ask you, in the first place, on what o'er did the conglomeration of ravenous brigands which call itself a Government—on what o'er did it come into power? You know, gentlemen, the cry of Free Food. Two years have passed since we last had a general election, and everybody—but what have they done?"

"The Big Loaf of which they bragged costs the crown housewife a penny more. The Butter, with which the honest toiler readers his dry crust more succulent, has risen from 1s. 6d. to 1s. 8d."

The Margarine, which the profligate expenditure of a dishonest Cabinet often compels us to use as a substitute, has also risen from 6d. to 8d."

"Bacon—Gentlemen, my emotions will hardly allow me to dwell on bacon—unless that from

SHIPPING.

ARRIVALS.

ALDENHAM, British str., 3,808, St. John George, 22nd June—Japan 16th June, General Gibb, Livingston & Co.
CALEDONIAN, French str., 2,840, Lemonnier, 22nd June—Marseille 24th May, Mails and General Messageries Maritimes.
DEBWEY, British str., 1,346, J. Jenkins, 22nd June—Saigon 18th June, Iloce—Chinese.
GLENSTRALE, British str., 3,054, McGillivray, 22nd June—London via Ports 5th May, and Singapore 16th June, General McGregor Bros. & Co.
HUKOSAN MARU, Japanese str., 3,712, M. Masuda, 21st June—Kuchinotzu 16th June, Com.—Misui Busan Kaisha.
KUMSANG, British str., 2,077, E. J. Butler, 22nd June—Calcutta and Singapore 16th June, General Jardine, Matheson & Co.
MATILDE KOEHN, German str., 1,847, M. Dibbern, 21st June—Moj 15th June, Coal —Jadis & Co.
PREHO, French str., 3,437, Cazal, 22nd June—from Singapore—Messageries Maritimes.
QUANTA, German str., 1,145, A. Maden, 22nd June—Singapore 13th June, General Siemens & Co.
WINGSONG, British str., 1,517, D. A. King, 22nd June—Wuhu and Chinkiang 16th June and Beang—Jardine Matheson & Co.
XIENGANG, British str., 1,128, P. H. Kolfo, 22nd June—Manila 19th June, General Jardine, Matheson & Co.
ZAPIRO, British str., 1,619, R. Rodgers, 22nd June—Manila 20th June, Hemp and Sugar shewan, Tomei & Co.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE, 22nd June.
AMARA, British str., for Hongkong.
Mandarin Maru, Jan. 22, for Kuchinotzu.
Tenku, British str., for Nagasaki.
Tenku, Fr. n.s.s.r. for Saigon.

DEPARTURES.

22nd June.
CAEDONIA, French str., for Shanghai.
ICHAKA, German str., for Takao.
KWANGLAI, Chinese str., for Canton.
NAMSANG, British str., for Shanghai.
RAGNAZ, Norwegian str., for Haiphong.
TELEMACHUS, British str., for Shanghai.

SHIPPING REPORTS.

The British str. *Xiengang* reports: Moderate breeze and fine clear weather.
The British str. *Zapiro* reports: Moderate W. S. W. to S. E. winds, moderate S. W. sea, clear weather passing showers.
The British str. *Aldenham* reports: Strong head winds and rough sea, till making the China Coast and then to light variable winds and foggy weather.
The British str. *Kumsang* reports: Moderate W. S. W. winds and sea, overcast and equal with heavy rain to Lat. of Paracel to Port moderate E. S. E. wind and sea, fine and clear.

VESSELS IN DOCK.

June 22nd.
ABEDIN DOCKS—
KOWLOON DOCKS—*Sorogon*, Fiume, Courtfield, Sumatra, H.M.S. *Mammouth*, Tringtau.
COSMOPOLITAN DOCKS.

VESSELS ON THE BERTH
FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR," Captain W. D. A. Thomas, will be despatched for the above Ports TO-DAY, the 23rd inst., at Noon, instead of as previously advertised.
For Freight or Passage, apply to

DAVID SASOON & CO., LTD., Agents.
Hongkong, 22nd June, 1908. 964

DOUGLAS STEAMSHIP COMPANY, LIMITED,

FOR SWATOW, AMOY AND FOOCHEW.

THE Company's Steamship

"HAICHING," Capt. Pasmore, will be despatched for the above Ports TO-DAY the 23rd inst., at 2 P.M.
For Freight or Passage, apply to

DOUGLAS, GATEBAK & CO., General Managers.

Hongkong, 20th June, 1908. 978

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUET, PORT SAID.
Taking cargo at through rates to the BRAZILS to PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC POETS.

THE Company's Steamship

"TRIESTE," Captain S. Ohnai, will be despatched as above TO-DAY, the 23rd June.

This steamer has ample accommodation for passengers, electric light and carries a doctor.

For further information as to Passage and Fare, apply to

SANDER, WIELER & CO., Agents,
Prince's Buildings,
Hongkong, 22nd June, 1908. 3

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
Calling at POOT DARWIN, and QUEENSLAND PORTS and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, ETC.

THE Steamship

"ALDENHAM," Captain St. John George, will be despatched as above on THURSDAY, 25th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the staterooms of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 10th June, 1908. 949

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	PALERMO	Brit. str. ...	—	J. B. Ferguson	P. & O. S. N. Co.	About 23rd inst.
LONDON & VARIOUS PORTS OF CALL.	ARCADIA	Brit. str. ...	—	A. L. Valentini	P. & O. S. N. Co.	On 27th inst., at Noon.
HARVE & HAMBURG VIA STRAITS, &c.	DORTMUND	Ger. str. ...	k. w.	Malchow	HAMBURG-AMERICA LINE ...	About 16th July.
HARVE & HAMBURG VIA STRAITS, &c.	ISTRIA	Ger. str. ...	k. w.	Luning	HAMBURG-AMERICA LINE ...	On 12th July.
HARVE & HAMBURG VIA STRAITS, &c.	SAXONIA	Ger. str. ...	k. w.	Habel	HAMBURG-AMERICA LINE ...	On 28th July.
MARSEILLES, AG. VIA PORTS OF CALL.	TONKIN	Fr. str. ...	—	Charbonnel	MESSAGERIES MARITIMES ...	On 28th August.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HARATA MARU	Jan. str. ...	—	T. Murai	NIPPON YUSEN KAISHA	TODAY, at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SIAM	Jan. str. ...	—	N. Nielsen	MELCHERS & CO.	To-morrow, at Daylight.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	WAKASA MARU	Jan. str. ...	—	Christensen	HAMBURG-AMERICA LINE ...	Beginning of July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BRISAGIA	Ger. str. ...	k. w.	Rod. Meyer	MELCHERS & CO.	On 8th July, at Daylight.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KLEIST	Jan. str. ...	—	S. Chlunak	SANDER, WIELER & CO.	On 1st July, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TRISTE	Jan. str. ...	—		DOWELL & CO., LTD.	To-day.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SAIN'T GEORGE	Jan. str. ...	—		ARNHOLD, KARBERG & CO., Agents.	About 8th July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OCEANO	Brit. str. ...	1 m.		HONGKONG, 13th June, 1908. 933	THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF JAPAN	Brit. str. ...	2 m.		STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON, THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.	THE Steamship
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MONTAGUE	Brit. str. ...	—		"OCEANO,"	will be despatched for the above Ports on about THURSDAY, the 25th June.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAGA MARU	Brit. str. ...	—		For Freight apply to	ARNHOLD, KARBERG & CO., Agents.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TREMONT	Jan. str. ...	—		HONGKONG, 13th June, 1908. 933	THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TOSSA MARU	Jan. str. ...	—		STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON, THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.	THE Steamship
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ALDENHAM	Brit. str. ...	—		"ARCADIA,"	Captain A. L. Valentini, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay &c. on SATURDAY, DAY, the 27th June, at Noon, taking passengers and cargo for the above ports in connection with the Company's ss. "MOORLAND," 10,000 tons, from Colombo, passengers accommodated in which vessel is secured before departure from Hongkong.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHANGSHA	Brit. str. ...	1 m.		Silk and Valuables, all cargo for France and Tea for London (under arrangement will be transhipped at Colombo into the mail steamer proceeding to Marsella and London, other cargo for London by the R.M.S. "PENINSULAR," due in London on the 9th August, 1908).	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKKO MARU	Jan. str. ...	—		Parcels will be received at this Office until 5 P.M. the day before sailing. The contents and value of all packages are required.	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ WALDEMAR	Brit. str. ...	—		For further particulars, apply to	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KUMANO MARU	Jan. str. ...	—		F. A. Abbott, Acting Superintendent.	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHUGOGA	Brit. str. ...	—		Hongkong, 15th June, 1908.	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	FUMUSHI MARU	Jan. str. ...	—		"SHIRE" LINE OF STEAMERS, LTD.	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PHINN WALDEMAR	Jan. str. ...	—		FOR LONDON AND ANTWERP.	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAWACHI MARU	Jan. str. ...	—		THE Steamship	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKKO MARU	Jan. str. ...	—		"CARNARVONSHIRE"	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ LUDWIG	Brit. str. ...	—		Will be despatched for the above Ports on or about the 10th July, 1908.	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NUBU	Brit. str. ...	—		For Freight or Passage, apply to	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TOURANE	Freight. ...	—		SHEWAN, TOMES & CO., Agents.	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	WAKAMIYA MARU	Jan. str. ...	—		Hongkong, 22nd June, 1908. 932	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHANGHAI	Brit. str. ...	—		FOR EUROPE & AMERICA, INDIA, AUSTRALIA, &c.	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHANGHAI	Brit. str. ...	—		and for PRIVATE RESIDENTS AT THE OUTPORTS.	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHANGHAI	Brit. str. ...	—		A Comprehensive and Complete Record	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHANGHAI	Brit. str. ...	—		of the NEWS OF THE FAR EAST	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHANGHAI	Brit. str. ...	—		is given in the HONGKONG WEEKLY PRESS.	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHANGHAI	Brit. str. ...	—		with which is incorporated THE CHINA OVERLAND TRADE REPORT, Subscription paid in advance, \$12 per annum. Postage \$2 to any part of the World.	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHANGHAI	Brit. str. ...	—		HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHANGHAI	Brit. str. ...	—		Alacrity, despatch-boat, 700 tons, 10 guns, 300 h.p., Comdr. C. T. Fuller, Weihaiwei.	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHANGHAI	Brit. str. ...	—		Astraea, 2nd class cruiser, 4360 tons, 10 guns, 7000 h.p., Captain F. E. C. Ryan, Weihaiwei.	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHANGHAI	Brit. str. ...	—		Bedford, British cruiser, Capt. S. E. Brinkin, E.H., Weihaiwei.	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHANGHAI	Brit. str. ...	—		Bramble, gunboat, 710 tons, 900 h.p. Lieut.-Comdr. Hon. R. O. D. Bridgeman, Hongkong.	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHANGHAI	Brit. str. ...	—		Britomart, gunboat, 710 tons, 900 h.p. Lieut.-Comdr. F. B. Noble, en route Shanghai.	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHANGHAI	Brit. str. ...	—		Cadmus, British sloop, 1070 tons, Comdr. E. L. Majendie, Shanghai.	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHANGHAI</					

NOTICE.

Communications respecting Advertisements, Subscriptions, Printed, Binding, &c., should be addressed to THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: PRESS, Codes: A.R.C., 5th Rd.

NEW ADVERTISEMENTS

A GENT WANTED with influence amongst Brewers, Ale Bottlers, Mineral Water Manufacturers, Wine and Spirit Merchants, Storekeepers and Users of Corks generally, to represent leading firm of Lisbon and Glasgow Cork Manufacturers. Liberal commission offered. Address "CORKS," WILLIAM POKERSON & CO., Glasgow, Scotland. 936

BY ORDER OF THE MORTGAGEE,
PUBLIC AUCTION.

M R. GEO. P. LAMMERT Auctioneer, has received instructions to sell by Public Auction, On TUESDAY, the 30th day of June, 1908, at 12 o'clock Noon at his Sales Rooms in Duddell Street THE VALUABLE LEASEHOLD PROPERTIES, IN ONE LOT.

Known as Nos. 1, 2, 3, 4, 5, 6, 7, 8 and 9, SUN STREET, Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16 and 17, MOON STREET, Wan Chai, Hongkong.

The Properties consist of all those Places or Parcels of Ground situate at Victoria in the Colony of Hongkong, and registered in the Land Office in India Lot Nos. 1160, 1525 and 1526 and have a total area of 18,549 square feet. Crown Rent \$28 per annum.

Particulars and Conditions of Sale may be had from the Vendor's Solicitor, Messrs. DEACON, LOOKER & DEACON, 1, Des Voeux Road Central, also from Mr. GEO. P. LAMMERT, the Auctioneer, Hongkong, 23rd June, 1908. 937

REGULAR STEAMSHIP SERVICE WITH LIBERTY TO CALL AT MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG FOR NEW YORK.

S.S. "SAINT GEORGE" ... 8th July. For Freight and further information, apply to DODWELL & CO., LTD., Agents. Hongkong, 23rd June, 1908. 673

"GLEN" LINE OF STEAMERS NOTICE TO CONSIGNEES.

FROM ANTWERP, HULL, MIDDLEBoro', LONDON AND PORTS.

THE Steamship

"GLENSTRAE."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at THEIR RISK into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Codes not cleared by the 29th June, will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival.

No claims will be recognized if not presented within 14 days of the ship's arrival.

McGREGOR, EROS & GOW, Agents. Hongkong, 23rd June, 1908. 934

S.S. "CALEDONIEN."

COMPAGNIES DES MESSAGERIES MARITIMES NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Matapan" and "Dordogne," from Bordeaux ex s.s. "Ville de Ciotat" in connection with the above Steamer are hereby informed that their Goods, with the exception of Oil, Treasure and Valuables, are being landed and stored at their risks into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before NOON, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 29th inst., at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 29th inst., or they will not be recognized.

All damaged packages will be examined on MONDAY, the 29th inst., at 3 P.M.

No Fire Insurance has been effected.

P. NALIN, Acting Agent. Hongkong, 22nd June, 1908. 12

"MOGUL" LINE OF STEAMERS. NOTICE TO CONSIGNEES.

S. S. "LOTHIAN," FROM MIDDLESEYROUGH, GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst., will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 22nd July, or they will not be recognized.

All broken, crushed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents. Hongkong, 22nd June, 1908. 935

NEW ADVERTISEMENTS

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongwith.

Cargo impeding the discharge or remaining on board after 4 P.M. the 24th June, will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., General Manager. Hongkong, 22nd June, 1908. 16

THE HONGKONG WEEKLY PRESS and CHINA OVERLAND TRADE REPORT

is now ready and contains:

Epitome of the Week's News.

Leading Articles:

Shipping Subsidies.

Chinese Army Reform.

Chinese Opinion.

Northern Ports.

Holytoity.

Hongkong Legislative Council.

Finance Committee.

Opium Smokers.

Supreme Court.

Commercial.

Shipping.

Extra copies 30 cents each. Cash.

Copies can be posted from the Office to address sent, including postage 34 cents each or \$1 Cash for three copies.

Subscription: \$12 per annum, payable in advance; postage \$2.

Hongkong, 23rd June, 1908. 940

NOTICES OF FIRMS

NOTICE.

M R. E. MARZENARO having Resigned from our Firm has CEASED to SIGN our Firm's documents from & this Date, CARLOWITZ & CO., Hongkong, 17th June, 1908. 972

NOTICE.

W E, the Undersigned, do to Notify that on the 12th February, 1907, we Discontinued and Ceased to hold Shares in the MAN CHEUNG YUEN Firm, 仁興公司, No. 159, Wing Lok Street West, Hongkong, established in 1894, and that MR. UN LAI CHUEN, the Manager, after February 12th, 1907, formed a New Company to carry on the Business.

Among ourselves, MAN SHUN is formerly owned shares to the value of \$20,000: WONG OI TONG, \$10,000; CHAN WO SHING \$10,000; CHAN SHU ON TONG and CHAN SHUN WO TONG, \$6,000; CHENG WAN KUNG, \$5,000; KUNG YUEN, \$60,000; and LAU WAI KWAN, alias KONG HING \$10,000.

From 13th February, 1907, the interest and responsibility of all the undersigned in connection with the said MAN CHEUNG YUEN Firm Discontinued and Ceased.

MAN SHUN ON

CHAN SHUN ON TONG and CHAN SHUN WO TONG

CHAN WO SHING Attorney for WONG OI TONG

KUNG YUEN FIRM
CHAN WO SHING
LAU WAI KWAN
CHAN WO SHING } Attorneys for CHENG WAN
LAM LUEN HING } KUNG 969

Hongkong, 26th May, 1908. 969

NOTICE.

T HE KUNG YUEN Firm, 仁興公司, 203, and 205 Wing Lok Street West, Victoria, in the Colony of Hongkong; dealing in Amann Rice, which has been established for many years, HEREBY GIVE NOTICE that they will not hold themselves responsible for any debt contracted by the relatives of the shareholders of the Firm. All Bonds, Promissory Notes, &c., must be Signed by both LAU SHU CHUEN and UN LAI CHUEN, representatives of the shareholders, but not signed by one only of them.

All existing and future Bonds, Promissory Notes &c. bearing the chop of KUNG YUEN, unless they bear the signatures of both the aforesaid representatives, will be deemed null and void.

UN OI YU
LAU SHU CHEUK,
UN LAI CHUEN,
General Managers. Hongkong, 27th May, 1908. 970

WILL NOT REMOVE.

B Y courtesy of the SECRETARY of the HONGKONG HOTEL, we will remain HERE.

NOW SHOWING:

NEW SUMMER GOODS,

All Varieties, Most Reasonable Prices.

HOOSAIN-ALI & CO.,

25, Queen's Road Central,

Under Hongkong Hotel.

Hongkong, 1st June, 1908. 651

DR. M. H. CHAUN,

THE latest Method of the AMERICAN SYSTEM of DENTISTRY.

33, Queen's Road Central.

From the University of Pennsylvania, U.S.A.

Hongkong, 17th April, 1907. 477

SIEN TING.

SURGEON DENTIST,

No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st September, 1908. 575

SINGON & CO.

IRON, STEEL, METAL and HARD-

WARE MERCHANTS. Wholesale and

Retail Ironmongery, Pig Iron and

Foundry Coka Importers. General Store-

keepers and Shipchandlers. 35 & 37, HING-

LOONG STREET, (2nd Street, west of Central

Market) Telephone No. 515. 660

AUCTION.

PUBLIC AUCTION.

T HE Undersigned have received instructions to Sell by Public Auction,

TO-DAY (TUESDAY)

AND

TO-MORROW (WEDNESDAY),

the 23rd and 24th June, 1908, at 10 A.M.

each day at H. M. NAVY

ESTABLISHMENTS

SUNDRY OLD AND SURPLUS

NAVAL AND VICTUALLING

STORES,

Comprising:-

OLD and SURPLUS NAVAL STORES -

CHAIN CABLE, WOOD BLOCKS,

HOSES, TOOLS, OLD IRON & METAL

ELECTRIC CABLE, MATTS and MAT-

TINGS, WOOD BOXES, LEATHER,

COAL SACKS, OLD INDIA RUBBER,

OLD BOATS, FURNITURE, CARPETS,

&c., &c., &c.

OLD and SURPLUS VICTUALLING STORES:

PROVISIONS, SEAMEN'S CLOTHING,

BLANKETS, MESS TRAPS, IMPLI-

MENTS, STAVES, and a Quantity of

ELECTRO-PLATED ARTICLES, &c., &c.

Catalogue will be issued.

Terms of Sale:-As Cutomary.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 6th June, 1908. 940

NOTICE.

JARDINE, MATHESON & CO., LTD.

Hongkong, 28th May, 1908. 939

**PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSAILLES	PALERMO	About 23rd June	Freight only.
SHANGHAI	DEVANHA	About 25th June	Freight and Passage.
LONDON via USUAL PORTS	ARCADIA	Noon, 27th June	See Special of CALL.
SHANGHAI, MOJI, KOBE, NUBIA and YOKOHAMA	Capt. F. J. Fox	About 4th July	Freight and Passage.

For further Particulars, apply to

E. J. ABBOTT,

Acting Superintendent.

Hongkong, 20th June, 1908.

**CHINA NAVIGATION CO.,
LIMITED.**

FOR	STEAMERS	TO SAIL
BOHLOW and HAIPHONG	"LINAN"	On 23rd June, 8 A.M.
SWATOW, AMOY and SHANGHAI	"SHAOSHING"	On 23rd June, 2 P.M.
SHANGHAI and CHINKIANG	"SHANSI"	On 23rd June, 4 P.M.
MANILA	"TAMING"	On 23rd June, 4 P.M.
MANILA ZAMBOANGA, THURE DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHANGSHA"	On 27th June, 4 P.M.
TSINGTAU CHEFOO & NEWCHENG "NANCHANG"		On 29th June, 4 P.M.
MANILA STEAMERS & TIENTSIN STEAMERS		have superior Passenger accom- modation with Electric Light throughout, and Electric Fan in the Staterooms and Dining Saloon.
AUSTRALIAN STEAMERS		have superior accommodation with Electric Light throughout and Electric Fan in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.
SHANGHAI STEAMERS		have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.		BUTTERFIELD & SWIRE. AGENTS.
For Freight or Passage, apply to—		Hongkong, 23rd June, 1908.

**NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.**

FOR	STEAMERS	TO SAIL
YOKOHAMA & KOBE	"PRINZ WALDEMAR"	About Friday, 26th June.
KUDAT & SANDAKAN	"BORNEO"	Capt. W. V. SENFEN
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"KLEIST"	Wednesday, 1st July, at NOON.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"PRINZ LUDWIG"	About Wednesday, 1st July.
MANILA, NEWGUINEA, BEIS BANE, SYDNEY & MELBOURNE	"PEINZ WALDEMAR"	Thursday, 16th July, at 5 P.M.

For further Particulars apply to

NORDDEUTSCHER LLOYD
MELCHERS & CO.
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 20th June, 1908.

**HAMBURG-AMERIKA LINIE
HAMBURG.**

EAST ASIATIC FREIGHT SERVICE.
Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Levantine, Black Sea and Baltic Ports,
and all North and South American Ports.
Also via Aden or Port Said, by the Company's "Arabian and Persian Services" to
Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SAXONIA	FOR ANTWERP, ROTTERDAM, BREMEN & HAMBURG: S.S. BEISGAVIA
S.S. SILVIA	26th June.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SLAVONIA	FOR HAVRE & HAMBURG: S.S. DORTMUND
8th July	12th July
Further Particulars, apply to—	S.S. ISTRIA
HAMBURG-AMERIKA LINIE, Hongkong Office.	26th July
Hongkong, 22nd June, 1908	S.S. SAXONIA
	9th Aug.

FOR	STEAMERS	TO SAIL
SHANGHAI	"KWONGSANG"	Wednesday, 24th June, Noon.
MANILA	"YUNGSANG"	Friday, 26th June, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Saturday, 27th June, Noon.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Tuesday, 30th June, Noon.
MANILA	"LOONGSANG"	Friday, 3rd July, 4 P.M.
SH'EI YOKOHAMA, KOBE & MOJI	"KUTSANG"	Wednesday, 15th July, Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.
The steamer "KUTSANG" and "FOOKSANG" leave about every 3 weeks for
Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing
a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and return at Kobe.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified surgeon is also carried.
Steamers have superior accommodation for First-Class Passengers and are fitted throughout
with Electric Light.
Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin
and Newchwang.

Telephone No. 61.
For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,
Hongkong, 23rd June, 1908.

GENERAL MANAGERS.

**CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.**

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days
Across the Pacific is the "EMPERESS LINE". Sailing 5 to 10 days Ocean Travel.
12 DAYS YOKOHAMA to VANCOUVER.

21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration.)
TIME LEAVING HONGKONG ARRIVING VANCOUVER
R.M.S. "EMPERESS OF JAPAN" 6,000 ... SATURDAY, 4th July ... 25th July
"MONTEAGLE" 6,163 ... SATURDAY, 11th July ... 4th Aug.
"EMPERESS OF CHINA" 6,000 ... SATURDAY, 25th July ... 15th Aug.
"GLENFARG" 5,700 ... SATURDAY, 8th Aug. ... 6th Sept.
"LENNOX" 3,700 ... WEDNESDAY, 9th Sept. ... 8th Oct.
"EMPERESS OF INDIA" 6,000 ... THURSDAY, 24th Sept. ... 13th Oct.

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.
"EMPERESS" Steamers will depart from HONGKONG at 4 p.m.

S.S. "MONTEAGLE", "LENNOX" and "GLENFARG" at 12 NOON.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,
YOKOHAMA and VICTORIA, B.C.—Connecting at VANCOUVER with a Special Mail
Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamship,
14,000 tons register, thus providing a comfortable and speedy through route to Europe.
Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York 27.10

Intermediate on Steamers 24.00 " 24.22

and 1st Class Railways. 24.00 " 24.22

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing
the American Continent by Canadian Pacific Coast Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates
affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES. (First class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services and to European Officials in the Service of China
and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Freight Agent for China,
Corner Pedder Street and Praya, opposite Blake Pier.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
ANPING via SWATOW, "SHOSHU MARU"	WED'DAY, 24th June,	Capt. Ichi
& AMOY	at 10 A.M.	
SOURABAYA (DIRECT)	"SHIBETORO MARU"	THURSDAY, 25th June, Capt. S. Atsumi
KOBE via ANPING	"FUKUSHU MARU"	FRIDAY, 26th June, Capt. T. Ito
SHANGHAI via SWATOW, "CHOSHUN MARU"	SUNDAY, 28th June, Capt. T. Suruga	at 9 A.M.

* These new Steamers have excellent accommodation for First and Second Class Passengers
and are fitted throughout with electric light. First-class Cabins Amidships, Extravagant Table
and Dining Room.

For Freight, Passage, and further information, apply at the Company's local Branch Office
Second Floor, No. 1, Queen's Building.

T. ARIMA, Manager.

Hongkong, 23rd June, 1908.

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